The British line-of-battle ship Powerful and H. M. sesmship Buzzard arrived in the port of Havana on the 27th ult. The British brigs-of-war Daring and Arab left

The total profits of the royal lottery for the year 1855 are cetimated at \$1,098,623 6% reals.

General Concha was not expected to return to Havana

rancisco Horn, one of the oldest and most respecte rehants of the island, died suddenly, on the 27th of

Pebruary.

Don Jose Maria Fuente has been summoned to sur render himself for trial, on a charge of assassinating Don

The recent heavy weather is said to have had a most

There had been a grand reception at Mr. Crawford's, of Hawana, to which all the British officers in port were in-vited. Some of them got intoxicated, and insulted two Philadelphia ladies. An apology was tendered next day,

and the affair was amicably arranged. By way of Havana we learn that Puebla was besieged by seven thousand government troops, and was expected seen to surrender. The road to Mexico was unsafe for

HAVANA, March 9, 1856. ments of the English and Prench Vessels of War-

American Shipping—American Vinters to Havana-Commercial News, &c. The arrival of the Northern Light and her immediate eparture induce me to drop you a line, although it is reasion day, and all the fashion of our city is either in

the streets or at church, for the object of confession and

remission of their sins.

H. B. M. ship Powerful, Marcy, comm in port. One French brig-of war lies under the guns of the Fowerful—the Orestes, or something else. They are out and in so frequently that it consumes too much of my valuable time to keep the score with accuracy. The British steamship Dee arrived this morning, with passengers and correspondence—the first I have not seen, and the last is not yet cistributed. Matters at Vera Cruz were not supposed to be paramently composed. The American steamship Philadelphia, McGowan, from Aspinwall, also arrived to-day. To get up with her time and resume connection with the Pacific steamers, she is to knave on return to-morrow marning, with the passengers hought by the Granda from New Orleans 7th instant. Hamy passengers are trunk packing or sight-eacing to-day, precaratory for movement via New Orleans. Mr. Hubble and party, of Boston; Mr. Dizwell, of New York, from the Hotel Cubano; Gen. Bayly, for Charceston, from Wolcott's; and Mr. J. J. O'Brien, of New York, far San Francheco, are at the Cubano; and many others scattered about not known to me.

Our health is good, and the weather comfortable. Frights briek, at some improvement, and anyars are being shipped for the United States markets.

Exchange—New York, &c. 45, 45, to 5c. discount; Lousin, 65, e. to 7c. premium; New Orleans short sight, 1s. m port. One French brig-of war lies under the guns of

The revolutionists in this State have all been disposed, and the traitor Uraga was thus deprired of a retracting point, after he was defeated by General Gullardi. From Tampico, Governor Garza has also detached some fareases San Luia, and at the latter place they will join those of Nuevo Leon.

The Bashop of Libares—commonly called of Montersy—has addressed a circular to the curates and other of the every in his diocese, admonishing them not to interior in any way with the politics of the country, and orders them not to even speak in a disrespectful manner of the government or any of the functionaries in the country. He threatens to punish with severity all who may violate these orders. The document betrays much Christian feeling, and is consequently much applauded.

Governor Vidaurri has published a decree annexing the State of Conhuila to that of Nuevo Leon, and allegas in support of the measure that it has been petitioned for by all the inhabitants in the former State, excepting those of Saltilo and Ramos Arigpe. The new State hemesforth is to be known under the name and style of the "State of Nuevo Leon and Conhuila."

Governor Vidaurri has opened a correspondence for carrying into effect the coalition of the State of Inmaulipas, Nuevo Leon, Coahuila, Zacateras, San Luis, Durango, Chihunahus, Sonora and Sinalos. Its arowed object is to uphold the liberal institutions in Mexico, an may possibly change the entire policy of the general government as respects this frontier. The men at the front of it are all new, and auxious to restore peace and tranquillity to this distracted country, nowithstanding the efforts the contrary on the part of so many persons in the interior of Mexico.

The new tariff, as published by the general government, has been received here, and is very far from being satisfactery to the people on this frontier. We are daily becoming more and more convinced that we have nothing the efforts the conferred here, and is very far from being satisfactery to the people on the feed to the weak on the

THE CINCINNATI FUGITIVE SLAVES—THE REQUISITION.—We stated the other day that Governor Chase had made a requisition upon Governor Morehead, of Kennacky, for the return of the slave woman who killed her child within the boundaries of Ohio, but who under the decision of the United States District Court, had been remanded back into slavery. The party who was commissioned by Governor Chase to proceed to Frankfor, the capital of our neighboring State, and make the requisition upon Governor Morehead, returned to this city yesterday without having accomplained their purpose. They reached Franfort on Thursday evening, and had an interview with Governor Morehead, and placed in his hands the official papers relating to the case with white they were entrus ed. The Governor to the minimum of the would examine them and give his answer on the morrow. On Friday morning he granted the request of the executive of Ohio for the return of the woman, who had been induced by the Grand Jury of this county for the murder of he child. Thus provided, the parties proceeded to Louiville, having ascertianted at Frankfort that she had been taken there the evening previous for the purpose of being transported to Arkanssa. She was accompanied by her other child, and the slave persons belonging to Mr. Gaines, who had made their escape and who were arrested and examined in this city with her AUD m arriving at Louisville very little information could be obtained respecting the parties mande. It was, however, ascertished Henry Lewis, and ticketed through to Gainesport, Arkanssa. She was, therefore, out of the reach of the warrant of Governor Moreheed, and could not be brought back. And now another act in this strange, sed and unlanched the Child of Governor Moreheed, and could not be brought back. And now another act in this strange, sed and unlanched to the count of Governor Moreheed, and could not be brought back. And now another act in this strange, sed and unlanched by an analysis of the reach of the worns of Governor Moreheed, and could not b

Overex Law in Baltimore—An ordinance was passed yesterday by both branches of the Chy Council which cancils that it shall not be lawful for any person or persons to bring into the city, purchase or sell any optiers in the shell, or in any other way except pickled, spiced or hermetically scaled, between the first day of love and the fitteenth day of September in each and every year, under a penalty of trenty dollars for each and every year, under a penalty of trenty dollars for each and every year, under a penalty of trenty dollars for each and every year, under a penalty of trenty dollars for each and every year, under a penalty of trenty dollars for each and every year, under a penalty of trenty dollars. The oreinness exceeding the penalty of the dollars of the passes. It is a wait as the signature of the Mayor to become effect a year. Baltimore Sun, Marca 13.

The Wreck of the American Bark Julia

ARB.

NTERESTING MARRATIVE BY CAPTAIN POND—SAILING FROM STDMEY—UNFLEASANT WEATHER—A
VIGILANT WAYCE—STRIEING ON THE ORAL
REFF—THE SCENE ON BOARD—SAVING OF THE
PROFIL—FIVE SWENT OFF—THE VESSEL GONE TO
PIECES—WART OF FOOD AND WAYER—LANDING
ON AN ISLAND—MANAGEMENT OF THE COMMISSARIAT—WOREING AT A BOAT FOR MSCAFF—DISAPPOINTMENT LAUNCH AND LANDING AT BORA
BORA—VOYAGE TO TAINITI AND PINAL SAPPTY OF
THE PASSENGERS—OAPTAIN FOND AT CALLAO. The following thrilling narrative of the loss of the American bank Julia Ann, from the pen of Captain Pond, her commander, is contained in a letter addressed to his father, Doctor James O. Pond, of this city. It will be found to contain all the melancholy incidents attending

the estastrophs, which have been carefully noted and are ably described:—

LIMA, PERU, Feb. 9, 1856. Doubtless ere this you have experienced very great anxiety at the non-arrival of the Julia Ann, and I am happy to be enabled, by the mercy of God, to relieve

r apprehension. To sailed from Sydney on Friday, the 7th of September last, with fifty-six souls on board, men, women and chil-dren. The day seemed vary unpropitious and gloomy, and before our anchor was weighed it commenced blewing and raining, and in getting out of the harbor we met with very many annoying accidents.

met with very many annoying accidence.

The first two weeks at sea were altogether exceedingly upplessant, head winds, accompanied with much ruin. We, however, entered the southeast trades, and everything again brightened, promising a speedy and pleasant.

Twenty-seven days out, October 3, I was on the look-out for low land all day, and carried a press of sail in or-der to get up and pass certain dangerous islands before night. At sundown no land could be seen from the royal yard, and I judged myself at least thirty miles past them (and after my arrival at Bora Bora I find that I was correct). However, in compliance with my usual cus-tom of precaution when in the vicinity of reefs or islands, at 8 o'clock I charged Captain Coffin to have a

good lookout kept, and went below to get some rest.

I had been in the cabin not over half an hour, wi the alarming cry of "Hard down the helm !" was heard. I sprang to my feet, but my heart failed me, as I was nearly thrown upon the floor of the cabin by the violent striking of the ship, and before I could reach the deck she

was thumping hard.
On deck the scene was 'errific. It was blowing a trade

and review connection with the Pacifies cianuers, she is to have on return to-morrow around, with the passengers are trunk packing or sight-centre, the passengers are trunk packing or sight-centre, and provided the passengers are trunk packing or sight-centre, and provided the passengers are trunk packing or sight-centre, and provided the passengers are trunk packing or sight-centre, and provided the passengers are trunk packing or sight-centre, and provided the passengers are trunk packing or sight-centre, and provided the passengers are trunk packing or sight-centre, and provided the passengers are trunk packing or sight-centre, and the passengers are trunk packing or sight-centre, and the passengers are trunk packing and packing passengers are trunk packing and passengers are trunk packing passengers are trunk passengers are trunk packing pas

tice rising. Seated upon spars and broken pieces of the wreck, we patiently awaited the momentous future. Wrapped in a wet blanket picked up among the floating spars, I scated myself in the boat, the water reaching to my arm-pitz; my legs and arms were sadly cut and bruised by the coral. Though death threutened ere morning's dawn, exhausted nature could bear up no lorger, and I slept soundly. These near morning when I awike. The moon was up and shed her faint light ever the dismal scene; the sullen roar of the breakers sent an additional chill through my already becumbed frame. The bell at the wheel with every surge of the sea, still tolled a knell to the departed, and naught else but the wailings of a bereaved mother broke the stillness of the might, or indicated life among that throug of human automata; during the long hours of that wear night the irra had entered their souls, and the naviul solemnity of their situation was broaded over in sitence.

At morning's dawn low islands were discovered, distant about ten miles. Again all was activity. I immediately set about patching up the best, whilst others coil cred spars and drift suff to form a raft on which to place the women and children. A little after sunties I started for the land, though our bust would scarcely float.

The first is and on which we landed presented a very

started for the land, though our best would scarcely float.

The first is and on which we landed presented a very barren appearance. It was sovered with the bankan tree; birds seemed plentiful and very tame; but after a diligent search, no water, fruit or vegetables could be found.

The first is and on which we landed presented a very barron appearance. It was sovered with the banking tree; birds seemed plentiful and very tame; but after a diligent search, no water, fruit or vegetables could be found.

We proceeded to another, and nething but disappoint ment awaited us; water was madly sought for in valu; and iste in the afternorn we returned, cleappointed and unsuccessful, to our companiess on the reef.

I placed the women and cultdren in the boat, and sent them in charge of Captain Coffine to the land, while the rest of us remained on the reef, for the second night. A small raft had been formed, but not large enough for all to sit upon. Gray hairs plentifully sprinkled upon my hace attest the minery of these two nights spent upon that coral reef.

Early on the morning of the second day Capt. Coffin returned to us with the boat an if immediately dispatched him again in search of water, for the want of which we were rearly tamishing; while the rest of us commenced in earnest preparing a couple of raf a, on which we placed what provisions and clothing could be collected. We picked up several bags of flour, a barret of bread, some beans and peas, and about ten o'clock mate an attempt to reach the island by wading along the reef, our rafts in tow, the old and helpless men (of whom there were several) being placed upon them. Energy, perseverance, and, above all, necessity, can accomplish almost impossibilities, and we were successful. Most of the distance the water was deep; one place, for over a mile, it took us to our necks—the shorter men being compelled to cling to the rafts. Large numbers of sharks followed in our wake—at one time is counted over twenty—and not unforemently we were compelled to seek safety from them upon the rafts. Soveral deep inlets had to be crossel, when our best awimmers were called into requisition. In one of these attempts i nearly lost two of my best men. Late in the alernoon we reached the island, completely exhausted, and our hearts availed with graitine as wher

stock, and equally divided among each mess every morning, and we gradually became reconciled to our sed fate. Five we he after our unfortunate wreck our last was ready. The thought of launching forth upon the treacherous in so frail a thing was desperate, but we knew no choice between death ancountered in a manly effort at creape or a life long captivity upon that desclate reef.

To satisfy the passengers, I proposed to remain with them, and sed one of my officers with a portion of the crev for assistance. Capt. Coffin objected to go in the best, said he was an olf man, and prepared to die where he was, and the crew likewise refused to go which at the passengers of the latest statement of the crew in a said man, and prepared to die where he was, and the crew likewise refused to go where he was, and the crew likewise refused to go where the passenger of the order of the control o stock, and equally divideds and we gradually became we ke after our unfortun The thought of lauschis sea in so frail a thing

The Navigator islands seemed our only chance; and though the cistance—some 1,500 miss—was appalling. I determined to near for them, trusting to a kind Providence. I selected four of my best men for a boat's crew, and fixed the cay for our departure.

Nothing now remained for us but to survey the opening from the lagoon to the sea, which had been neglected, owing to the want of a suitable boat, but the existence of wh'en had never gives me any unesalmess; and you may judge of our dismay, when, after two days' diligent search, no oponing could be found, and the fast that we were imprisoned in a circle of any presents, became apparent. Giromy despair seemed to fill every breast, those most active and energetic herestoffers seemed prostrated; but bewaiting our unhappy lot and fature prospects would nover effect a deliverance, and I summond all my fingging energies to the task. I scattered the ship's crew and efficers in every direction over the reef, and commenced a systematic search for any break in the rocks that night offer a chance for the launching of a boat.

Three days were spent in this manner upon the reef, and a spot firally relected, which, by carrying the boat some two hundred yards, and in favorable weather, effered a nope of success, and on the following day I determined to make the trial. But my own spirits now remed crushed; I fait like one going to the stake; a foreboding of evil came over me; the weather was unsettied and threatening, and I retired to my tent—as I thought, for the last time—unhappy and without hops. The cicue's gathered in gloomy granceur, and finally broke in a tornado over the island. In vain I sought report and aleep. About three o'clock in the morning, I arces and walked down upon the beach and three indeed was expreienced the climax to my distrass, for he boat upon the spot where the might persons they had seen that priceless boat so snugly moored. Their great mist rune could hardly be realized; cur compass, nautical issuements and everything of vatue were in the boat, and al

had crigged her annor into deep water, and after drifting across the bay, would anchor herself again off one of the leward islands. This eventually proved to be the case, and the boat was recovered, nearly full of water, but uninjurea.

The weather now seemed to be broaking up; the trade wines they know the steady, and all appearances indisated a charge. Secretly influenced by a gloomy, undeficed premiting no chartes—all of my charts were lost—I now determined on the apparently more desperate course of coube barbing the boat with a c ew of ten men, and, watching a fivotable opportunity, endeavorito pull to the nearest windward island. Against this course Capt. Coffin, an oid whaler, opposed all bis influence and experience—said he would rather venture alone than with ten muths to feed; that it would be impossible to pull our boar, so deep losced, against a head wind and sea, and that there was nothing under our lee where we could make a harbor, in the event of our encountering what we might expect—easterly weather. That, in fact, it was a life or dearh uncertaking—success or correct and experience—easterly weather. That, in fact, it was a life or dearh uncertaking—success or correct and experience of each uncertaking—success or correct and experience of each uncertaking—success or correct and experience of each uncertaking—success or correct and except for a suitable opportunity to launch our boat.

At daybreak on the morning of the 3d of December, just eight weeks from the day of our wreak, it was accounted by Mr. Owens. The wind was blowing in gusts from the northwest; the night had been stormy; neary cloude hung in the Western horison, the whole firmament was overcast, and a driety rum rendered the units aspect of nature chilling and unpromising. I hastated long, but it was the first westerly wand was had had since our revertence on that island, and is gwe the order to our departure.

You understand our situation; we were on a chain of amal, low islands, entirely autrounded by a correct sea of the first sea

on beard, proceeded to Sculy Island, rescued the passen-gers, and carried us in safety to Fabiti.

My troubles did not cease here. Picked off a rock, without a shirt to my back, I found myself detained by the French government, at the instance of the British Censul, with the unreasonable demand to forward my passengers to California.

Censul, with the unreasonable passengers to delifornia.

A largthy correspondence ensued.

As an American citizen, I demanded a permit to leave the island, and fater much vexation and delay I succeeded, just in time to get a passage in the French sup Africaine to Callao, which vesses was under way when boarded her.

B. FRANKLIN POND.

LETTER ADDRESSED BY CAPTAIN FOND TO THE UNITED STATES CONSUL AT TABLEL. When Captain Pond arrived at Tablet the United States

Consul assured him that his obligations towards his passengers were dissolved by the entire loss of his vessel However, on the representation of the Brilish Consul, Mr. Kelly soon changed his mind, and insisted that the captain abould—although in want of money, clothes, credit and friends—take his passengers on to California. On this view of the case, he was actually detained a pri-soner on the island for some time, and it was only at the latest moment that he was permitted to go on board the French ship Africaine, bound to Callao, although he had fully discharged his duty, by offering to charter the Fmna Packer for the purpose of taking the people to California. His bond for the charter charge was, however, refused, and it was absolutely impossible he could do that which the British Consul so pertinationally insist-

do that which the British Consul so pertinationally insisted on.

The captain addressed Mr. Kelly thus:—

PATERIA, Tahiti, Dec. 25, 1816.

To H. KELLY, Faq., Consul of United States of America:—
The American bark Jaffa Am, from Sidney, bound to San Francisco, was totally lest on the 3d of October last, on a rest of Scully Island, and five persons drowned. The remainder of the passengers and crew escaped to the adjoining island in a most destitute condition. After remaining on the Island seven weeks, I repaired the ship's boat, and started for this group with nine of my crew, and succeeded in rescence Bora Bora four days after my departure from Scilly Island.

The British Consul at Ristan, hearing of the disaster and the depictable state of the passengers and crew, immediately despatched an express to Captain Latham, of the scheoner farma Packer, lying in Hunices, who started without delay to their relief. He called at Bors Bors and took me on board, thence proceeded to Scilly Island, resemed the passengers and crew, and brought them in safety to this port.

On my arrival here you assured me that my connection with the passengers ceased: that they were off my bands. On the Elst inst., the captain of the French stip Africance kieldy tendered to me a free passage in his vessel. I immediately applied to you for information whether is was nocessary to notify the French cyrerment of my departured departure. You assured me that in my case they would waive such formality, I being a stranger to the customs of this poet.

Having full confidence in your knowledge, and the problem of the poet.

Having full confidence in your knowledge, and the provided waive such formality, I being a stranger to the customs of this poet.

Having full confidence in your knowledge, and the provide waive such formality, I being a stranger to the customs of this poet.

Having full confidence in your knowledge, and the provide waive such formality, I being a stranger to the customs of this poet.

Fir, I was brought here a passenger on board the

TEST OF CAPTAIN FOND. Capt. Fond filed the following protest with the Ame

ean Consul at Papesta, Tabiti:—

Ww. H. Kelly, Esq., Consul U. S. A.:—

Being infermed by you that the British Consul in this place has pro ested to the French government against my departure from this island, and that is consequence the Governor has refused me permission to leave, and knowing no law or authority by which the British or French governments can foreibly deain an American citizen from his own matire country—no charge of any kind, either criminal or civil, being mode against him. I he'esy exter my protest against the British Consul, officially and personally, also against the French Gevernor, officially and personally, for my forcible detention, and shall hold them responsible for all damage or loss that may accrue to me from such detention, reserving to myself the right of extending this protest at some future time. Very respectfully,

R. F. POND.

Captain Pend returns his warmest thanks to the com-

Captain Pend returns his warmest thanks to the com mander of the Africaine for his kind attention and gen-tiemanly treatment of him when on board his ship, as

Movements of American Shipping—Want of an American Burial Ground at Rio—Commercial News, &c., &c.

The United States brig Germantown has arrived in our port, after a long cruise, and is quite a favorite with us, as is also the Bainbridge, which is now down at the

river La Mate.

Mr. Norris, a son of Capt. Norris, of Baltimore, died of fever on the 9th of this month. Heretofore foreigners who have died in this port have always been buried in feyer on the 9th of this month. Heretofore foreigners who have died in this port have always been buried in the English burial ground at Gamboa, one of the most picturesque spots in the world. But this government have now alloted a place where all foreigners are to be buried, and no one for the future will be buried in the English ground, except the English. This has created a sensation among the Americans here, and our government at Washington is justly consured for not endeavoring to previde proper burial places for Americans. We have here, it is true, but few residents, but we have a large quantity of shipping cowstantly in this port, and generally over fifteen hundred American sailors. Those who die here are sent to such places as the authorities dictate, and are obliged to take such coffins as the suthorities of the Misery Records have a mind to give us, and pay a heavy tax even on those. Capt. Norris and others tool one that they wished to get a coffin from the English sexton, which privilege was denied them, and they wase informed that if they attempted to bury the decased person in an English fooffin, orders would be issued to take the remains out of the e-fin and place them in one from the Misery Recorda. This turest, I am certain, would not be sanctioned by the Brazilium autoorties; but it will do to fright sur strar gers was are not on the sanction of \$2 to the country. During the month of November there were 77,656 bags to coffee despatched to the United States:—Baltimore, 12,785 bags: Boston, 2 967; Califernia, 2,831; Charleston, 2,464 Mobile, 3,656; New Orleans, 35,950; New York, 7,300. Philadelphia, 9,780. Price paid for those lo's of November were from 4 [700 to 4]900 rese per arole, say \$2 5 per arole of \$2 los.; and at the same price 60,760 bag- of offee has been despatcand during this mouth for the United States:—Baltimore, 16,200; New Orleans, 31,239, Philadelphia, 13,317 bags. About 40,000 bags exist in first hancs at this date.

Flour—There is in first hands, \$2,241 barrels; second hands,

first hancs at this date.

Flour—There is in first hands, 52,247 barrels; second hands, 20 364; total, 72.611 barrels.

Last sales Gallego, 27,000 ries; poorest brands, 19,000 a 20,000.

Flour must always be low in this market when there exists over 25,000 barrels at this port.

Rio DE JANERO, Dec. 22, 1855. Ravages of the Cholera-Mo De JANERO, 182. 22, 1895.
Ravages of the Cholera-Mo Depressing Influence on the Trade
of the Literior—The New Brazilian Minister to Washington—Madame Charion's Benefit—The Empress of Brazil—Her Amiable Character and Extensive Charities.
The cholera has, up to tais date, proved fatal to 3,900

persons in this city, mostly slaves and poor peop'e. Many of the whites who have been carried off suffered, more or less from constitutional complaints, before they were attacked. But the blacks—stout, athletic and perwere attacked. But the blacks—stout, athletic and perfect speximens of health and fine figures—were attacked and brought to the grave in a few hours. But thauts to the Aimignity, this spidemic has now nearly left us, and Rio may be sain at present to se very healthy. In the interior, at the mines and in the province of Rio Grande, the most southern province of Brazit, the spidemic is raging with fatal violence. Trade is naturally, to some degree, affected by the prevalence of this sourge in tae interior.

Washington city will soon be shortly visited by his Excellency Sener Jose Maria de Awarab, who has been appointed by this imperial government as Minister Plenty) ientiary to the United States, in the place of then Frau classo landed de Carvalto Moreira, who goes to London, being removed to that Court.

Basew you will find one, out of a number of pocical effusions, composed on the conssion of the benefit of Macame Arsets Charton, the prime doma assolute of the Theatre Lytice Flummense of this city, which took place on the 18th of this month.

The following is the poetical tribute to Madame Charton, to which I have referred above:—

MME CHARNON, TRIMO SOSIOTO, DEL LINGO TATRO FIGURESS, IN OCASIONE DEL SUO REMERCIO.

Qual accento che same parls speranza

Qual accente che more parla speranza.

Qual accente che more parla speranza.

La fe m'alluma e'll cer m'imparadia;

Son lo prigiou nella terrema stanza.

O fugge dal mio fral l'alma divina!

Questo poter' che la mestizia avanza.

Non e potere uman—mesta ed irrisa.

La caiumiona e turpe oltracotanza.

In quet' liri dei Ciel pensa e s'afissa—

lante mesta arcent l'annie. A tanto merto e poco il canto mio; Da dove vien Charton? Da templi suoi Ella ne reca un'immortal disio;

Rile ne rece un'immortal disc;

Perobe per la pieta del gran Pattore
Questo spirto e discesso in mezzo a nol
con unui santia di negnasme amore.

At her cumi santia di negnasme amore.

At her cumi santia di negnasme amore.

In perial box was occupied by their Majesties and sulte.
The Empress locked really charming and was magnificently oreased. Her Majesty is beloved by all classes of her rubjects; her income annually is \$48,000, and nearly the emire of this sum she gives to the poor.
The boxes and the eatire theatre were filled to overflowing, and over \$6,000 were paid for boxes and chairs.
The fair hemeficiare received a present of a diamond The fair beneficiare received a present of a diamond neckiese and also a crown set with diamonds, which, with other presents, made her benefit equivalent to \$8,000. Macame Caarton received a perfect shower of flowers and wreshes, and loquets made from the rish plunes of the most billiant variety of the birds of Brait. After the close of the ent-tainment some six hundred persons accompanied Madame Charton to her private residence, where they gave her a serenade and display of fireworks, and did not disperse till nearly daylight.

Arraignment of William H. Garland, the Alleged Befaulter.

[From the New Uriess P Peayme, March 6.]

A ramor which prevailed yesterday morning to the effect that Wm. H. Garland, the impeached ex-freesurer of New Orleans, was to be taken before Recorder Bright for arraignment, brought quite a crowd of the curious around the office. There appeared, however, to be but little chance of witnessing the solemn ceremony; for the hours were away from 10 o'cleek A. M. till 1 o'clock P. M., and the great expected was not brought into the magisterial presence. And so, in disappointment, the crowd grew less and less, till scarce haf a dozen remained. Shortly after the clock strock 1, a carriage drove basily up, between the City Hall and the Recorder's presence.

As he entered the curt rrom, we noticed that his stephad lost something of its wonted firmness. His face was pale, and there was a world of meaning—aye, of agony—in the convolutive movements of the muscles around his mouth and eyes. Although he had not been subjected to the pring gaze of an eager crowd, still a conectousness of shame resized, like an incubus, upon him, and his eyelids fell whenever he caught a glance of pitying recognition from one he knew, and had known when his hopes were brighter.

The Recorder, after the prisoner had taken his stand

ness of shame resided, like an incubus, upon him, and his eysitics fell whenever he caught a glance of pixtying recognition from one he knew, and had known when his hopes were brighter.

The Recordor, after the prisoner had taken his stand in the criminal's dock—the same dock in which vagran's, bur glars and murderers have stood—read the first afficiavit which had been made against the prisoner by the Chairman of the Finance Committee of the Common Councit. This affidavit charges that Wm. H. Garland, whise entrosted with the safe keeping and disbursement of the clity revenues, did, on divers times, transluently and loniously embezr's and convert to his own use \$25.00 and upwards of moneys belonging to the city. An affidavit, subsequently deposed to by the same parties, increased the charge to over \$200,000 as the amount embezsied by the accused.

When saked whether he pleaded guilty or not guilty, the prisoner, in a very low tone of voice, said "Not guilty," and asked for time to consuit hit legal advisers, kleens. Logan Hunton and Randell Hunt.

The Recorder said that the case of O. A. Pittield and E. Mckralmae had been fixed for Saturday next, and he thought it best to fix this case at the same time, de would not, however, press the matter as to a day or two, and if, on Saturday, the counsel employed in the case did not consider themselves ready for a hearing, a postpenement might be had. The Recorder also observed that he wisled to know beforehand when the prisoner would be ready for examination, as he had promised to telegraph for his. Moise, the Attorney General, who wished to be present.

As to the ball, the Recorder said he had fixed it at \$50.000, that being about twice the amount atteged to have been embezzied. The ball of the other parties—littled and Morallane—was fixed at \$25.000 each.

When he prisoner was about to turn away for the purpose of being led back to prison the Resorder observed—'Yen will excuse me. Mr. Garnand, for travelling so far out of the record as to express my deep regret at find

More Rascality.—The Gospel Banner states that a good deal of extitement has been caused in Augusta, Me. by the discovery that Alonso Ellis, a butcher and prevision dealer, has been guilty of a series of forgoies which have rarely been surpassed. He has been carrying on his operations for several months, and has forgod the name of his father and those of some of the most preminent citizens in the place. Ells operations have been with the State, Freeman's and Granite backs of Augusta, the Northern and American of Hallowell, the Waterville backs, and the Canton Bank of China. The whole amount of his indilities, as necertained, is about \$15,000.—most of it raised on forged paper. It is expected that he is conceased semewhere in the vicinity.

Abases on City Hattronds.
THE THIRD AVENUE BOAD-STATEMENT OF THE PRESIDENT OF THE ROAD.
The Committee on Railroads of the Board of Councilmon—Mr. Van Esper, Charman—met on Toursday, at 3 o'clock P. M., at the chamber of the Board, to bear

parties in relation to alleged abuses on the fhird Avenue Railroad. There was but a alim attendance present. Mr. WM. A. DARLING, President of the Third Avenue Railroad, first appeared before the committee. He alluded, in quite a lengthy opening speech, to the general nature of the complaints brought against his road, and charged that the same were in the main frivoious and easy to be answered.

The CHARRAN stated that one of the chief complaints made against the road was overcrowding the care with

made against the road was overcrowding the cars with passengers.

Mr. Darling said this could not well be avoided. Passengers in a hurry would jamp on the cars.

The Charling said this evil might not be remedied by directing the drivers and conductors not to allow a passenger to get on the oar after it was fall.

Mr. Darling replied that to enforce this regulation would awarp every railroad company in the city. The cost of running a car a trip, he stated, was \$2.26. The complement of passengers for a single car, all wing only the seats to be occupied, would be iwenty-two each way, making a loss thus of five cents to the road on each trip. It would take five policemen to keep passengers of from a car, havever crowded it might be. As to the matter of crowled cars, the wast majority of those riding, he believed, did not object to ricing on this account. The complain a against the road, on this ground, came from irresponder of two and the partners of the cardinal contradiction that property owners up two appreciated the value of the Third Avenue co.d. and knew perfectly that the road did as well as, under all the circumstances, could be expected.

The Charling a School of the forese by naring longer and narrower cars.

Mr. Darling pronounced this impracticable. The com

the circumstances, could be expected.

The Chambian acked if more passengers could not be carried with no increase of horses by naring langer and narrower cars.

Mr. Danins pronounced this impracticable. The company, he said, had this subject under careful consideration before the cars were constructed. Mr. Darling proceeded at considerable length in expressing the desire and intent of the Third Avenue road to consult the convenience and wishes of those riding over its road. In conclusion, he gave a detale 1 sate ment of the number of cars, expenses, receipts, and goveral management of the road. He stated that there were at present fivy cars running on the road, which made an age exit of 300 trips cally. In the ensuing summer there would be more cars and more trips. Fifteen more cars would shartly be put on some of which will run all the way to Yorkville. It is not or consideration to run cars all night to Yorkville. The receipts the past year were \$202,000. This year he thought they would reach \$300,000. The receipts the past month were \$22,000, and of the month previous \$20,000. These were rather dull months. The average number of daily passengers at present ricing on the road were 16,000. They had carried only 6,000 Ton average daily expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts about \$800. The average cally expenses were \$620, and receipts

twenty five names of parties who existed only in his own imagination.

Mr. Godwin contended for the integrity of the petition. The Chamman decided that it was not properly before them, and ruled it cut.

Mr. Godwin followed, with a recitation of various abuses which be insisted parties were obliged to submit to who role over the Third Avenue Railroad. Over crowded cars and detention at Sixty-first street, was the builden of complaint eatered.

Mr. A. L. Shipman next appeared before the committee. The detention at Sixty-first street was the only fault he had to find with the road. He saked that this be remedied.

ded.

Mr. N. Thyrson appeared last before the committee.

Mr. N. Thyrson appeared last before the committee.

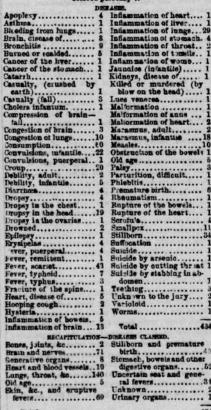
He shought the Third Avenue road unjustly complained against, and made a lengthy speech in justification of its management.

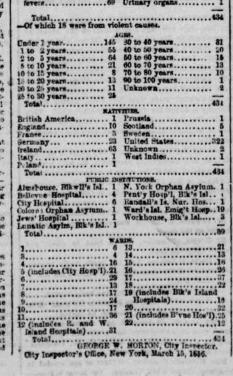
The committee adjourned to next Wednesday, when it was stated complaints would be heard against the Foursh Avenue road.

SHOCKING ACCIDENT AT CHARLESTOWN, MASS.—
ONE MAN KILLIO AND FOUR OTHERS BADIT INJURD.—A sad accident occurred yesterday afternoon, at about 5 o'clock, in this city, by which one man war instants, killed and a number of others badly injured. It appears that a gang of Iriahmen were employed in digging away a portion of Bunker Hill, which for some time has bear enclosed by a granite wall, on Wall street. A partion of this wall had been removed, and while the workingen were engaged in digging away the bank a large lump of earth low-ened from its position and cavel in upon them. Their brother workens immediately set to work to extricate them, in which, after some labor, they succeeded the fillewing were the injured ones taken out:—Michael Morifesey, coad. He resided in Jay street, to wnith place his body was taken. Timothy Kirwir, badly injured, revers! bones broken. He was conveyed to his residence, Belmont street. Daniel Murphy, had a leg broken and otherwise badly injured. He was taken to his residence in Cambridge. Wim. Carroll, very badly injured. Taken to his residence in Injured as treet, near the corner of Johner street, in a seriously injured oundation. Several others were more or less bruised, but were not seriously injured.—March 14.

in the city and county of New York, from the 8th day of March to the 15th day of March, 1856.

Men, 63; women, 69; soys, 161; girls, 141—Total, 434 Adults, 132; children, 302; males, 224; females, 210; colored persons, 7.





FINANCIAL AND COMMERCIAL

SUNDAY, March 16-6 P. M. The event of the past week in the stock marks was the panic in Nicaragua Transit, caused b the news from Nicaragua that the company's cha ter had been annulled, and its property seized an confiscated. The public mind is decidedly against Walker and his abettors in this movement, and h has lost that popularity which his previous acts he created. He has simply been made a tool of by ce tain cliques of stock speculators. As soon as the parties to whom we allude had arranged with Walke the annulment of the Transit charter, their confed rates here entered the stock market, and sold th stock of that company short to a very large amou It was with them a sure game, and it worked, dou less, to their satisfaction. Others put a different construction upon the matter, and say that the whole flair was conceived in fraud and carried out upon he same principle. It matters not who these cliques are composed of—it matters not if some of the present management of the Traisit Company are engaged, as is represented—it does not alter the complexion or character of the eyeration a bit. It is a stockjobbing affair throughout, and the sufferers are stockholders in the Transit Company. less, to their satisfaction. Others put a different co

Some months since the San Francisco agent of the Transit Company employed Walker, at that time an unsuccessful fillibuster, to proceed to Ni-caragua with a small force, for the purpose of putting an end, if possible, to the internal difficulties of that country. The Transit Company furnished him all the aid and comfort necessary both to get to the coast and through the interior. Its steamers were at his service and used in his operations. Money was secretly conveyed to him, and under the auspi ces of the Transit Company Walker established his government in Nicaragua. The company's steamers have been of the greatest service in conveying recruits and munitions of war, on both oceans, to-his support, and their steamships have been seri-ously interrupted in their trips by the suspicions of the United States government that they were connected with Walker. We hold that everything has been done by the Transit Company to sustain Walker in his revolutionary operations. It has run the risk of losing its steamships by siezure on the part of our government, and been at all times liable, upon the slightest suspicion, to detention and expense. It has conveyed passengers, destined to Granada and other places in Nicaragna, at lower rates of passage than usual, and by keeping up a regular communication, aided ma. terially emigration to that country. All this has had no influence upon Walker's personal operations or upon his personal feelings. Indebted entirely to the Transit Company for his present position, we find that as soon as he has acquired a little independ strength, he turns upon the Company which has rendered him such important service and has been prevailed upon by certain parties who have hosile eelings towards its present managers to use his power to crush it. Walker is perhaps more honest in this movement than his advisers. His crime is simply ingratitude; theirs the use of such means to injure innocent parties. We are induced to believe that Walker has been made a tool of; but when we consider the aid and comfort he has received from the Transit Company it does not speak very well for his sense of h onor or common ho himself to be used for such a purpose. It has been represented that the present management of the Transit Company was opposed to

Walker and were about taking steps to crush him.

This is so absurd on the face of it as to hardly be worth noticing. Negotiations have for some time past been going on between the Pacific Mall

Steamship Company and the Accessory Transit Company, relative to a combination of interests for the more profitable prosecution of the trade and traffic in which they are engaged. It has been proposed that the Pacific Steamship Company run its steamers between San Francisco, San Juan del Sur and Panama, alternate weeks. One week to San Juan del Sur from San Francisco and the other week to Panama from San Francisco. The Transit. Company were to confine its operations to this side of the isthmus, running its steamers one week from this port to San Juan del Norte, and the other week to Aspinwall. An effort was made to divide the mail contract on this side, the Transit Company agreeing to carry the mail weekly instead of semi-monthly, at about half the present cost. The only obstacle to the above combination was the unwillingness of the government to divide the mail contract-to permit the mail to pass through Nicaragua-and rec events show the wisdom of that determination. Un der the present rule, mail matter or treasure is not perty that may be, unfortunately for its owners, with in his jurisdiction. But for this difficulty relative to the mail contract, the two companies above named would by this time have completed all their arrange ments for distinct operations conjointly in each ocean. A weekly mail communication would have been kept up between New York and San Fran-cisco, Nicaragua would have the benefit of semi-monthly intercourse with ports of the Atlantic and Pacific, the same facilities relative to emigration would have been sustained, and the government of Walker strengthened and consolidated. All these walker strengthened and consonated. All these advantages and conveniences Walker throws away to aid a few personal friends in their stock jobbing operations. This active and powerful company he seeks to destroy by giving a new grant to parties who have not the means or the intention of establishing a new through line. He kills the goose that has laid the golden egg, with the hope of raising up a richer monopoly, and in the very grant provides for a transfer, in case of default, to those who may have the means to carry out its objects. Not satisfied with enjoying the Transit Company's property, which would force a settlement of all claims, just or unjust, he goes further, and annuls its charter and attempts by a stroke of the pen to annihilate the millions of dollars which American citizens in good faith have invested in the enterprise. If such acts are encouraged and upheld there is an end to the employment of American capital in foreign works of internal improvement. If there is not some guarantee for its safety, some protection from filibusters and revolutionists, there is an end at once to public confidence, and American cuterprise will confine itself to its own territory. Within the past few years several works of internal improvement have been projected in New Granada, Mexico and other neighboring republics, and a large amount of capital invested in them. Great progress has been made in developing the resources of these countries, and all classes have thus far been mutually benefitted; but if our capital is no longer safe, if American in terests are not properly protected, if some usurpers can at any moment annihilate its value, if we are continually liable to confiscations, there is an end to the progress of these countries, and an end to the investment of foreign capital within their limits. Walker has proved himself to be a great enemy to pro-gress in that section of the world. His acts in regard to this Transit Company have done more to keep capi-tal out of Nicaragua than he or his stock jobbing friends dream of. He has injured the credit of the Nicarauguan government more than he has injured the Transit Company, and it will be impossible for him, by any future policy, to remove the impression from the minds of moneyed men which his adminis-

tration has already created.

As soon as the stock speculators concerned in this annulment of the Transit Company's charter and con-fiscation of its property have closed up their old short contracts, and prepared themselves by large purchases on time, buyer's option, for a new phase in the matter, we shall, without doubt, see a speedy settle. ment of existing difficulties. At the proper time overtures will be made to the Transit Company for an adjustment of the points in dispute, and an easy arrangement offered. At the proper time, when the